

REMARKS

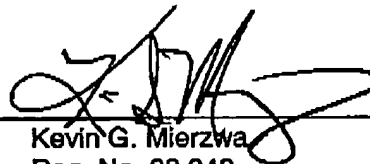
Applicants wish to thank the Examiner for considering the present application. In the Office Action dated May 17, 2005, claims 1-30 are pending in the application.

Claims 1-30 stand rejected under 35 U.S.C. §112, first paragraph, as failing to comply with the written description requirement.

The Examiner states that the Applicants have failed to disclose how the brake and steering are controlled during brake-steer and how to determine a brake-steer condition. The Applicants direct the Examiner to paragraph 39 of the specification in the Image File Wrapper, which is the third paragraph of the Detailed Description. Paragraph 39 describes brake-steer or brake-steering as changing the characteristics of the vehicle such as the turning radius or tracking of the vehicle using one or more brakes, the application of differential (positive or negative) torques, or a combination of braking and differential torques. Brake-steering provides assistance to the steering system. That is, in a tight turning situation brake-steering may be used to reduce the turning radius of the vehicle even more than that which is possible using the steered wheels alone. Brake-steer may be thought of as the action of the brakes to reduce the turning radius or to steer the vehicle. Hence, the "brakes" contribute to the "steering" effect and have the name brake-steer. Brake-steer alone is not a new concept. For additional information on the concept of brake-steering, the Examiner is directed to *Ritz* (6,588,858) and *Wessman* (6,612,394).

In light of the above remarks, Applicants submit that all objections are now overcome. Applicants respectfully submit that the application is now in condition for allowance and expeditious notice thereof is earnestly solicited. Should the Examiner have any further questions or comments please contact the undersigned. Please charge any fees required in the filing of this amendment to deposit account 06-1510.

Respectfully submitted,



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8/3/05